

MORNING APPEAL.

FRIDAY, FEBRUARY 29, 1879

REPORT OF FISH COMMISSIONER PARKER.

We are obliged to Hon. H. G. Parker for a copy of his "First Biennial Report" as Fish Commissioner for this State. It is brief and to the point. Herein is briefly recited the history of the effort to supply our streams and lakes with food fish of varieties not native here.

We are informed that Washoe lake has been stocked with Sacramento river perch and Schuykill river catfish. The perch are reported to be thriving finely. The Truckee, Carson and Humboldt rivers and their sinks and sloughs have been stocked with these Schuykill cats.

Commissioner Parker complains that there are dams on the Carson, Truckee and Humboldt so constructed as to prevent the fish ascending those streams; and he calls attention to the indifference of certain District Attorneys to the violation of the statutes requiring fish ladders.

Mention is made of the fact that a consignment of Lake Michigan White Fish, sent by Professor Spencer F. Baird, U. S. Fish Commissioner was lost through neglect while in transit.

The two hundred McCloud river salmon now in the hatchery are to be deposited in the Carson, Truckee and Humboldt rivers.

The expenditure of the \$1,000 appropriated by the Legislature at the session of 1877 is satisfactorily accounted for, item by item.

Concerning certain diabolical practices, Mr. Parker says:

The wholesale slaughter of fish with giant powder has been reported, but with no appropriation to aid in recovering and prosecuting those using it, I have been unable to suppress its use.

The fragmentary remains of a Chinaman found on the Humboldt River, and considered dead by his countrymen to ship to the Flowery Kingdom, together with the fact of dead fish floating near by, and exploded cartridges scattered about, evidenced the Celestial's merited death.

I am informed that a young man on Walker river during the past summer lost one of his hands by the premature discharge of a giant cartridge, while engaged in procuring fish in this unlawful manner for Aurora market.

In July last the District Attorney of Washoe County secured the conviction of one James Carson for using a water wheel that was daily killing fish and throwing others into irrigating canals.

Altogether this is a very interesting and creditable report; and we trust that Mr. Parker's suggestion of an appropriation of \$4,000 may meet with the sanction of the Legislature.

CYCLOPEDIA OF LITERATURE.

The new eight volume Acme Edition of Chambers' Cyclopaedia of English Literature is meeting with the largest sale which has probably ever been given to a work having only high literary merit and nothing of the sensational. A second edition of 5,000 copies of volume I is announced as nearly all sold within one month after issue of the first edition.

Volume 2, just ready, gives the history and epitome of our literature, from the "golden age" of Queen Elizabeth to 1700, giving in its 416 beautiful pages biographies of and choice selections from the writings of all noted authors of that period, among which are Lord Bacon, Sir Walter Raleigh, Burton, Bishop Hall, John Knox, Milton, Dryden, Jeremy Taylor, and others. The work is of such well-known excellence that every person of literary taste possesses or desires to possess some edition of it. This edition is complete in eight handy volumes, excellent in typography, paper and binding, revised to date, and sold at prices so low, that a common question which the publishers have to answer is, "whether the price is for each volume or for the entire work?" It is sold only to subscribers direct, the large discount usually given to dealers and agents being allowed to the subscriber instead. The publishers make special inducements to early purchasers, the eight volumes complete being sent prepaid to those who subscribe before March 15th, in paper, for \$2 50, in cloth, \$3 50, or in half morocco, gilt top, \$5. Specimen pages are sent free on request, or a specimen volume for examination, with privilege of purchase of the remainder, for nominal prices: in paper 20 cents; cloth, 35 cents; half morocco, gilt top, 50 cents. American Book Exchange, publishers, 55 Beekman street, New York.

THE TRANSFER OF THE BUILDING FUND.

Something rising one hundred and thirty thousand idle dollars remain in the State Building Fund. They are idle because there is nothing to build. Senator Westerfield is the author of a bill to transfer those moneys to the General Fund. By all means the transfer should be made and made speedily. It is simply folly to have so large a sum set apart where it can do no good. Some prompt action is in order.

Fall River, Mass., February 26.—The Canonius Mills of this city, better known as the Montaut Mills, are asking their creditors for an extension of time. The present difficulties are reported to be occasioned in part by embarrasment of the American Print Works. Of five Directors of the print works three are Directors of the Canonius Mills, and George B. Duffee is President.

THE LEWIS BILL.

The Central Pacific Railroad Company's agents, lobbyists and lawyers are busily at work to defeat the Lewis Bill, which so triumphantly passed the Assembly. Mr. Gage has had his say at the members who granted his lecture a hearing. Mr. Freight Agent Stubbs is here to puzzle the Senate with fresh conundrums, and a dead set is making at the Senate Committee on Railroads. We trust that the Senate will stand firm—turning a deaf ear to the voice of the tempter and determined to take this first step toward doing something to restrain the railroads and make them conduct their business for the public benefit. Let it be remembered that those railroaders keep on hand a constant supply of the sort of "arguments" which make white black and black white—as the emergency demands. Listen to 'em and then vote the other way.

SOME RAILROAD FIGURES.

EDITORIAL APPRAISAL: It seems to me that with the veto of the Chinese bill by the President which is, I suppose, a foregone conclusion, and the defeat of all bills to reduce railroad freights and fares by this Republican Legislature, the Republican party on this coast will not long survive its usefulness. I am certain that it cannot appeal successfully to the people on the statement contained in this morning's Enterprise, under the head of "Questions of Privilege." A part of my reasons for this belief I desire to express.

According to the "Annual Report of the Operations of the Virginia and Truckee Railroad," for 1878, it appears that the "net (gross) receipts from all sources" were in round numbers:—

Operating expenses.....\$1,600,000

Operating expenses.....880,000

Net receipts.....720,000

Now, let us suppose that one-eighth of the gross receipts are from fares of passengers and other sources exclusive of freights; also one-eighth of the expenses, and one-eighth of the net receipts; we would then have as the gross receipts of freight transport.....\$1,400,000

Expense of freight transport.....770,000

Net receipts from freight transport.....630,000

Or \$52,500 per month for freight dividends.

The same report states the number of tons of freight hauled in 1878 as 507,922 tons, which for convenience we will call 500,000 tons. The Evening Chronicle reports Mr. Bender, Freight Agent of the V. and T., as stating to the Committee of Fourteen that for 1878 the "average charge on all freight was about 9.53-100 cents per ton per mile. For convenience we will call it 9 1/2 cents. Now, as the total receipts for freight transport are to the total cost of transport, so is the price charged per ton per mile to the cost of transport per ton per mile, which is 5.222 cents; which we will call 5 1/4 cents, which deducted from the price charged leaves 4 1/4 cents per ton per mile as the profit per ton per mile of the V. and T. for 1878; which with the comparatively insignificant profits on passenger fares, etc., outside of freight, resulted in dividends of over \$2,000 per day, or more than \$60,000 per month, and \$725,000 for the year.

Mr. Bender tells us that the V. and T. carries at a profit (which we are prepared to believe from what we know about railroads) the wood of the Bonanza people, from Huffakers to Virginia (46 miles), for \$3 82 1/2 cents per cord; or calling a cord 2,500 pounds, which is not far wrong, at \$3 06 per ton—equal to less than 6 1/2 cents per ton per mile. The Central Pacific—Colonel Davies' "Great Anaconda"—hauls a car load of lumber of ten tons from Sacramento to Reno for \$78, or 5 cents per ton per mile; yet any civil engineer will tell you that that portion of the Central Pacific is at least as expensive to operate, if not more so, than the Virginia and Truckee, yet the Great Anaconda doubtless makes a fair profit at this rate, or it is an exception to railroads in general. Besides, I would ask Col. Davies if great anacondas practice carrying freight without a profit? I reckon not.

If freights are fixed at 7 cents per ton per mile, if there is no discrimination, which I judge is the desire of a majority of the Committee of Fourteen, then the dividends, with what will be derived from fares and other sources, with the same amount of business, would be nearly \$1,000 per day; but the business will probably increase with the reduction of freights. From what I have said it will be seen that the Lyon bill increases the rates of fare about one-half a cent over those of last year, so that won't do. On the proposed road towards Bodie the expense of operation per mile will be far less than that of operating that portion of the V. & T. between the Carson river and Virginia, and what would barely pay expenses on that portion of the V. & T. would pay a splendid dividend on the Bodie road. In order that the next Legislature might be able to remedy any defective legislation of this one, I would suggest the appointment of a civil engineer by this Legislature who, with the Surveyor General and another engineer appointed by the railroad companies or by the Governor in case they fail to appoint, who should be a Committee of Transportation to whom the railroad companies should be compelled to furnish such information and such facilities as they might require to obtain information requisite to enable them to recommend the next Legislature a just and justly discriminating bill for regulating fares and freights. Then a bill could prescribe so much per mile on a level or descending grade, how much should be added for a certain

grades, how much for curvatures, and how much more a ton of feathers or of looking glasses, or if wagons should pay more than a ton of coal, wood, lumber or ore, and could be made at least approximately just.

TRIFOL.
CARSON, Feb. 27, 1879.

EASTERN NEWS ITEMS.

Chicago, February 26.—Chase Angell, the defaulting Pullman Palace Car Company's secretary, will, it is stated, plead guilty in the Criminal Court to-morrow morning. He has not yet broken his self-imposed silence on the subject of his crime, and has not seen Mr. Pullman.

Dr. Detmars, Government inspector of cattle, has written a letter to Mr. Hickson, of the Grand Trunk Railway, stating most positively that there is no trace of pleuro-pneumonia in any section of the United States.

It is stated that arrangements are about completed for pooling of rates between the Union Pacific, Kansas Pacific and Colorado Central Railroads. It is intimated that the Union Pacific has agreed to appropriate \$2,000,000 to complete the Colorado Central from Georgetown, its present terminus, to Leadville.

St. Louis, February 26.—John F. Cahill, Mexican Consul for this city, has just received a telegram from the City of Mexico, stating that the Minister of Public Works—General Vicente Riva Palacio—has given orders for the erection of a building for the International Exposition which is to take place there in 1880.

New York, February 26.—The recent excursionists from this city and Chicago to Mexico have nearly all returned, and the prevailing feeling seems one of disappointment at the result of the visit. Besides the published utterances of members of the party in Chicago, those here see little hope of extending trade under the present Mexican tariff and in the face of the jealousy and opposition of the Mexicans to American railroads and other enterprises. A meeting will be held at Cooper Institute to-morrow evening by the friends of the movement pushing American commerce in Mexico. An address is promised by the Mexican Consul and other Mexican officials.

It is rumored that Secretary Schurz is engaged to marry one of the daughters of a highly-placed officer of the Government.

Bret Harte has been elected honorary member of the Reform Club in London.

Eugene Schuyler is writing a new book.

Barnegat, New Jersey, February 26.—The schooner David H. Tolck came ashore this afternoon south of here, and the sea being very heavy the vessel commenced breaking up rapidly. Her crew of eleven, including a woman and child, took refuge in the rigging, and the crew of Life Saving Station No. 19 attempted during the forenoon to board the vessel in a surf-boat, but were continually driven back by the heavy sea, and they then, with the assistance of the crew of Station No. 18, rigged up the breeches buoy in which one man and the young child were brought ashore, but in such an exhausted condition that no further particulars could be obtained from them. Subsequently the crew of No. 17 arrived at the wreck and four of the vessel's crew were landed in a dying condition, making the number saved six. Two, while being drawn ashore in the breeches buoy, were drowned, the line breaking. The Captain's wife died in the rigging. One man was washed overboard and the rest, if not dead, are supposed to be in a hopeless state still on board.

Iuka, Miss., February 26.—Major A. N. Hutchinson and Thomas McNatt, highly respected citizens, were murdered yesterday afternoon, presumably for \$1,700, which they had taken from the express office during the day, and which the murderers secured.

WASHINGTON NEWS.

Washington, February 26.—Subscriptions to the four per cent. loan since yesterday's report, \$3,198,250.

The Committee of Conference on the Internal Revenue bill agreed to report reconciling the disagreement of the two Houses. The Senate receded from the clause relating to rectifiers and the House from the proposed abolition of the tax on matches, and a compromise is effected on the saving bank section by providing it shall not apply to national banks.

Metropolitan journalism was treated to a new experience at the White House last night—such of the accredited society correspondents of the great eastern journals as were requested to attend being admitted to the vestibule with the hackmen in waiting and informed that that place had been set apart for the press.

The President has nominated Walter S. Cox of Washington Associated Justice of the Supreme Court of the District of Columbia; Peter A. Williams, United States Marshal of the Southern District of Florida; Denis Egan Collector of Internal Revenue for Florida.

An altercation occurred in the Senate lobby about 10 o'clock to-night between Don Platt and William McGarran, which, though of very brief duration, resulted in Platt's being badly punished about the head and face. The altercation grew out of personal allusions to McGarran, published editorially in the Sunday Capital.

A WORD TO THE RAILROADS.

Says the Elko Independent of February 24: The Railroad people seem to take the position that no legislation at all must be had on this subject. They say to the people of this State, we have you completely in our power and are going to keep you there, and you must not do anything to resist our authority. But there is a limit beyond which this tyranny can not be carried and that limit has been reached. "The worm will turn when trod upon," and the people of this State are exactly in the position of the worm, and hereafter their fears have rendered them equally as abject. But there are now strong indications that the worm is turning, and ask that the Committee of Fourteen in the Legislature will report such a bill as it will be proper for our representatives to support; and when a bill of that description shall become a law, then if the railroads shall resent the simple fact of the law having been enacted without any just right to complain of its provisions, and shall endeavor to pursue a more oppressive policy than they have heretofore pursued, by so doing they will only hasten the day of reckoning, and make that reckoning more severe on themselves.

NEW ADVERTISEMENTS.

CARSON MILL CO.

HAVING PURCHASED THE PLANNING MILL in this city, formerly owned by the Glenbrook Mill Company, we have added a large variety of Wood working Machines, and have now the

Most Complete Mill in the State.

We are prepared to do all kinds of work done in a first class mill. Can manufacture 20,000 feet of Flooring, Ceiling or Rustic per day.

Mouldings, Brackets, Turned-work, Scroll work and all sorts of Ornaments Made to Order.

Furniture made and repaired. Plans and Specifications for Wood, Brick or Stone Buildings furnished. Contracts for building and repairing taken. All Work Guaranteed.

Orders from the town or country can be left at the Mill or at the office of E. M. Hunt, Lake Tahoe Lumber Yard. Address: CARSON MILL CO., Carson City, Nevada.

E. M. Hunt, Proprietor.

Carson City, February 28, 1879.

LAKE TAHOE LUMBER YARD.

E. M. HUNT, - - - Proprietor

KEEPS CONSTANTLY ON HAND

Clear and Common Lumber, of all kinds. Doors, Windows and Blinds. Mouldings, Pickets and Shingles. Door and Window Hangings and Fastenings. Screws, Wire Cloth, Etc., Etc.,

Which I sell cheaper than can be bought at any other place in the State. Orders delivered in all parts of the city free. Carson City, February 28, 1879.

STATE CENTRAL COMMITTEE.

AT THE REQUEST OF SEVERAL Members of the Republican State Central Committee of Nevada, a special meeting of said Committee is hereby called, to be held

Saturday Evening, March 1, at 7 o'clock.

At the office of CAPTAIN F. C. LORD, Bank of California Building, Taylor street, Virginia City. A full attendance is requested, as business of importance is to be transacted.

Feb 28th ALF. DOTEN, Secretary.

STONE MARKET.

NEW ARRANGEMENT—THE UNDER-

signed, now the sole proprietors of the

STONE MARKET

NORTH CARSON STREET.

Next to Gibson & Barber's Grocery Store.

Are prepared to furnish their old customers and the public with the

Choicest Roasts, Steaks and Cutlets

—OF—

BEEF, MUTTON,

Veal.

Pork.

—ALSO—

Lamb;

CORNER BEEF, SAUSAGE, HEAD CHEESE

AND BOLOGNAS.

PRICES TO SUIT THE TIMES. Give us a call.

Carson, February 29th, 1879. NETH & NETH.

FRENCH RESTAURANT,

Opposite the Passenger Depot.

THIS IS THE ONLY PLACE IN THE City where no Chinamen are employed.

DINNERS AND SUPPERS

Gotten up in the Finest Style for Entertainments of all kinds.

The Proprietor does his own cooking, and having had many years experience in that department, feels certain he can at all times give satisfaction.

FRESH GAME

—AND—

FISH.

Of every description always on hand.

Private Rooms for those desiring the same.

Meals at all Hours and all Prices.

February 25th, 1879. E. ESCALLET, Proprietor.

FOR THE LADIES!

LADIES' & CHILDREN'S UNDERWEAR,

—AND—

INFANTS' CLOTHING OF ALL KINDS.

—ALSO—

The Celebrated Under

Flannels,

—AND—

Dress Reform Corset Waist,

A Full Line of Ladies' Furnishing Goods direct from New York.

Circulars sent on application, and orders by mail attended to promptly by

MRS. S. A. TEMPLE, Agent.

Oct 7th, 1878. Virginia street, Reno, Nevada.

SHANE'S SALOON.

(Formerly Macgo's.)

Carson street, opposite the Capitol, Carson City Nevada.

DOLF SHANE,.....Proprietor.

THE FINEST WINES, LIQUORS AND CIGARS.

The Most Commodious Gaming Hall in Ormsby County.

DRINKS - - - 12 1/2 Cents

Carson, January 1, 1879.

FURNISHED ROOM TO LET.

A NICE, WELL FURNISHED ROOM, in a desirable part of town, can be rented on reasonable terms by a permanent lodger. Apply at this office.

February 18, 1879

SPECIAL NOTICE.

Great Reduction in Prices, owing to the decline in the Eastern Market.

E. B. RAIL,

OPPOSITE CAPITOL BUILDING, CARSON.

IMPORTER AND WHOLESALE AND Retail Dealer in

HARDWARE,

Iron, Steel, Coal, Rope, Powder, Shot, Fuse, Wedges, Axes, Saws, Chisels, Bells, Lanes, Leather

GLASS AND CROCKERY WARE,

Bar Fixtures, China Sets, Lamps, Chandeliers, Mirrors, Lanterns, Etc., Etc., Etc.

Agricultural Implements,

Plows, Harrows, Gang Plows, Rippers, Mowers, Wheat Straws, Cultivators, Etc., Etc.,

Paints, Oils & Brushes,

Coal Oil, Paint Oil, Turpentine, Varnish, White Lead, Rubber Paint, Chemical Paint, Lead Oil, Machine, Castor, Neats Foot Oil, Alcohol, Etc., Etc.,

STOVES, RANGES, TINWARE.

Medallion and Laurel Ranges, Buck's and other Brands of Stoves

Pumps, Hose and Pipe, Doors, Windows, Blinds and Glass, Wood and Willow

Ware, Bird Cages, Pistols, Guns, Cartridges, Water,

Gas and Lead Pipe.

House Furnishing Goods.

Brass and Steam Coods.

Practical Plumbers and Tinsmen to do roofing and man

ufacturing of all kinds Tin and Iron Ware

Call and Get Prices—Cheap for Cash.

an 20m E. B. RAIL

CARSON CITY SAVINGS BANK

BANKERS, BROKERS AND FIRE INSURANCE AGENTS.

CARSON CITY, - - - - NEVADA.

MINING STOCKS BOUGHT AND SOLD ON COMMISSION.

Liberal Margins allowed on Approved Stocks.

San Francisco Correspondent.....Latham & King

Carson September 1, 1877.

CARSON CITY BREWERY,

King street, Carson City.

JACOB KLEIN PROPRIETOR.

THE VERY BEST QUALITY OF LAGER BEER

Made on the Pacific Coast or anywhere. Orders promptly attended to.

The saloon is constantly supplied with the finest brands of

WINES, LIQUORS AND CIGARS.

GIVE ME A CALL. JACOB KLEIN

Jan 1st

NOTICE TO LIENHOLDERS.

IN THE DISTRICT COURT OF THE Second Judicial District of the State of Nevada, in and for the County of Ormsby.

Oliver Lomkey and E. R. Smith, copartners, trading as the Verdi Planning Mill Company, plaintiffs, vs. Frank Cook and J. H. Miller, copartners, trading as Cook & Miller, and Carson Opera House Association, a corporation, defendants.

Notice is hereby given that the above-named plaintiffs have commenced an action in said Court against the defendants above-named to foreclose a mechanic's lien held and owned by plaintiffs against defendants and the following described property, situate in Carson City, Ormsby County, State of Nevada, to wit: Commencing at the southeast corner of Spear and Carson streets, running thence south, with the east line of said Carson street, forty-nine (49) feet; thence easterly, at right angles, one hundred and twenty (120) feet; thence, at right angles, northerly, forty-nine (49) feet, to the south line of Spear street; thence, at right angles, westerly, with Spear street, one hundred and twenty (120) feet to the place of beginning; being in Block Forty-two (42) of Musser's subdivision of Carson City. Said lien is held and claimed under and by virtue of the provisions of an Act of the Legislature of the State of Nevada, approved March 2, 1875, entitled, "An Act to secure liens to mechanics and others, and to repeal all other Acts in relation thereto." All persons claiming liens on said premises under said Act are hereby notified to be and appear before said District Court, at the Court-room thereof in said Carson City, on SATURDAY, THE 8th DAY OF MARCH, A. D. 1879, at 10 o'clock a. m., then and there to exhibit the proof of their said liens. All liens not so exhibited shall be deemed to be waived in favor of those which are so exhibited.

Lewis & Deal, Attorneys for Plaintiffs.

February 14th, 1879. S22aw

IN THE SECOND JUDICIAL DISTRICT

of the State of Nevada, in and for the County of Ormsby.

G. W. Mathews vs. His Creditors. Notice to creditors of Insolvent.—Pursuant to an order of the Hon. Samuel D. King, Judge of the said District Court, notice is hereby given to all the creditors of the said insolvent, G. W. Mathews, to be and appear before the said Judge, at Chambers, on the 15th day of March, 1879, at 10 o'clock a. m., to show cause, if any they can, why the prayer of said insolvent should not be granted